

Coast Guard

Issue 2 • 2006
www.uscg.mil/magazine



New Service Weapon

.40 caliber
Replaces
9mm

MAYDAY

STATION GULFPORT'S
MASCOT FOUND SAFE
PAGE 9

Coast Guard

Out of the history books



The Revenue Cutter Seneca performs a survey of an iceberg during one of its ice patrols in the Northern Atlantic.

International Ice Patrol

Icebergs in the North Atlantic have always posed a danger to vessels.

History records a number of casualties in the vicinity of the Grand Banks. One incident was when the *Lady of the Lake* sank in 1833 with a loss of 70 lives. Between 1882 and 1890, ice was responsible for the loss of four vessels and 40 more seriously damaged, plus countless other whaling and fishing vessels lost or damaged.

Major disasters often serve as a catalyst for initiating safety measures or improving upon those already in place. It took one of the greatest marine disasters of all times to arouse public demand for international cooperative action to deal with this marine hazard.

On April 15, 1912, more than 1,500 lives were lost when the RMS *Titanic* struck an iceberg in the North Atlantic Ocean and sank. The vessel had been built with the latest safety design, featuring compartmentation and such innovations as

automatically closing water-tight doors. The ship was touted as being unsinkable.

This much-publicized disaster resulted in procedures to protect merchant traffic in the North Atlantic from roaming icebergs. The U.S. Navy assigned the *Chester* and *Birmingham* to patrol the Grand Banks for the remainder of 1912.

In 1913 when the Navy could no longer spare ships for ice patrol, the Revenue Cutter Service assumed responsibility, assigning the cutters *Seneca* and *Miami* to conduct the patrol.

The sinking of the *Titanic* was the driving force for establishing the International Ice Patrol. On February 7, 1914, the RCS was tasked with maintaining the International Ice Patrol. The Service was to locate and radio reports of icebergs in the North Atlantic shipping lanes to merchant ships in the area. Today, Coast Guard aircraft provide this service.

Coast Guard

Issue 2 - 2006
www.uscg.mil/magazine



Features

12 Saving Lives

Commercial fishing vessel safety.

14 Learning To Shoot

The Coast Guard's newest asset in law enforcement.

20 Galley Star

"Cooking was always a passion for me."

26 Territorial Teamwork

Shiprider program teams up U.S. and Canadian authorities.

28 Adrift

CGC Jackson survivor recounts his harrowing survival at sea.

32 Cyclone Class

Navy leased ships used in drug war.



Departments

02 Up Front

08 News Beat

34 Logbook



On The Cover

The Coast Guard's new .40 caliber SIGARMS P229-DAK sit lined up for ready use at Station Washington, D.C.

Photo by PA1 David Mosley, G-IPA-1



Homeland
Security

Up Front

"C" the Dolphin

A model HH-65C helicopter from Air Station Atlantic City flies low over the Atlantic Ocean near Atlantic City, N.J. Jan. 21. The newly re-engined helicopters are part of the Coast Guard's Deepwater program.

PHOTO BY PA2 John Edwards, PADET Atlantic City





A New Ride

BM1 Michael Bradford, a crewman at Station Honolulu, helps escort the CGC Ahi upon its arrival to Honolulu Harbor. The CGC Ahi is the last 87-foot cutter to be added to the Coast Guard fleet and will be commissioned this spring for duty in the Pacific.

Photo by PA1 Brooksann Epiceno, 14th Dist.

Sharpening the Sting

Stingray helicopters from the Helicopter Interdiction Squadron await repairs in HITRON's hangar in Jacksonville, Fla. Since it was formed, the armed helicopter unit has helped stop \$7.7 billion worth of illegal drugs from entering the U.S. in 98 separate busts.

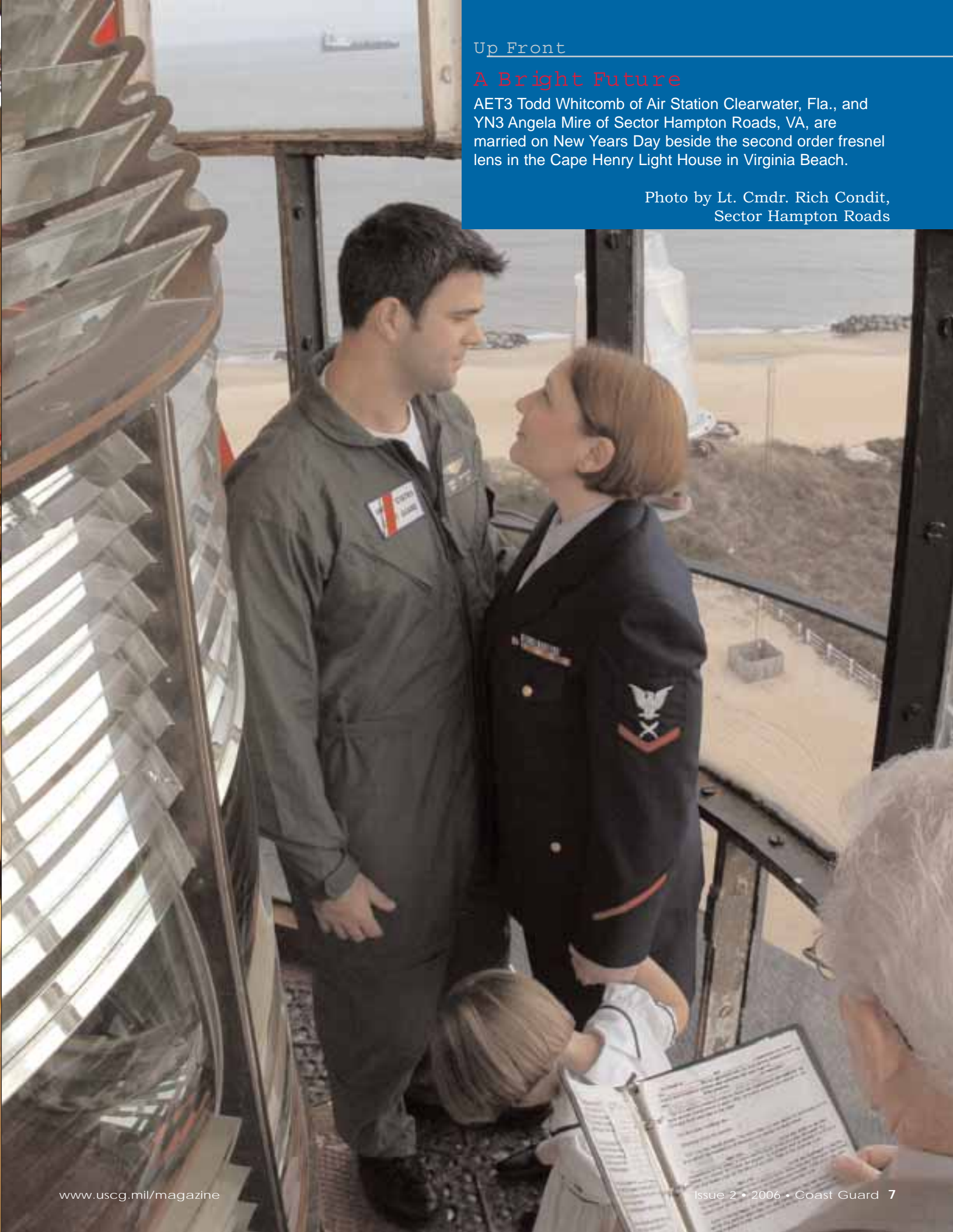
Photo by PA1 Donnie Brzuska, PADET Mayport



A Bright Future

AET3 Todd Whitcomb of Air Station Clearwater, Fla., and YN3 Angela Mire of Sector Hampton Roads, VA, are married on New Years Day beside the second order fresnel lens in the Cape Henry Light House in Virginia Beach.

Photo by Lt. Cmdr. Rich Condit, Sector Hampton Roads



Sweet Victory for Team CG Racing

HAMPTON, Ga., March 18 — Rear Adm. Stephen Rochon (left), the U.S. Coast Guard's Director of Personnel Management, and NASCAR driver Jeff Burton hold the victory trophy from the Nicorette 300 Busch Series NASCAR race. Burton's victory at the Atlanta Motor Speedway was the first win of the season for the new Coast Guard Racing team.

Richard Childress Racing announced on Jan. 26, that the Coast Guard would be the primary sponsor of its No. 21 Chevrolet Monte Carlo SS driven by Kevin Harvick and Jeff Burton for the 2006 NASCAR Busch Series season.

"It's been a long time," said Burton, whose previous NASCAR Busch Series victory came in October 2002. "I'm proud of myself. I stayed focused through all of it. We're working really hard to make it back to the top. It was a great day for us and the United States Coast Guard. Hopefully, we can do it again, soon," added Burton who is competing in five races this season. Kevin Harvick is scheduled to drive in the other 30 events.

For race schedule and the career highlights of Harvick, Burton and Childress, see the special Team Coast Guard Racing hero card pullout in this issue of Coast Guard Magazine.



Photo by Lt. Col. William Thurmond, U.S. Army

BOAT ABLAZE

BOSTON, Jan. 6 — Crewmembers from stations Cape Cod Canal and Provincetown responded to a mayday call today from the owner of the 55-foot Western Rig Hizzoner who reported an uncontrolled engine room fire while fishing in the vicinity of Billingsgate Shoal. Hizzoner crewmembers Shawn R. Rose, 42, and Sam Beard, 42, both from Wellfleet, put on survival suits and abandoned ship into a liferaft after an unsuccessful attempt to fight the fire. Group Woods Hole received a call from the 44-foot fishing vessel Miss Integrity, homeported in Orleans, reporting they had transferred Rose and Beard onto their vessel. Group Woods Hole launched two 41-foot utility boats from Cape Cod Canal and Provincetown to the scene. The survivors were transferred to the Station Cape Cod Canal 41-footer and brought to Station Cape Cod Canal.

COAST GUARD RESCUES NAVY PILOT

MIAMI, Feb. 6 — A crew from Air Station Miami rescued a Navy FA-18 pilot after he was forced to eject from his aircraft five miles south of Boca Chica. The Navy pilot was hoisted into a HH-65 helicopter that had been diverted from another mission in the area. He was taken to Lower Keys Memorial Hospital.

SUPER BOWL XL

DETROIT, Jan. 25 — The Coast Guard, as the designated lead agency for maritime security during Super Bowl XL, established and enforced a security zone one-mile by 300 yards along the waterfront from Joe Louis Arena to north of the Renaissance Center. Vessels were not allowed to enter the designated security zone. Violation of a lawful Security Zone may subject the violator to penalties of up to \$32,500 per day, per violation.

COAST GUARD HELICOPTER CRASHES

MCKINLEYVILLE, Calif., Feb. 11 – A HH-65 helicopter from Air Station Humboldt Bay suffered a mishap and crashed in the surf near Samoa Beach, due west of Eureka, today. The helicopter was engaged in a search and rescue mission concerning four people reported to be in the water near the entrance of Humboldt Bay. The helicopter deployed a rescue swimmer after arriving on scene to assist one of the persons in the water near the beach. Shortly thereafter, all contact was lost with the helicopter. All three crewmembers in the aircraft evacuated the helicopter safely after landing in the surf. The fourth crewmember, the deployed rescue swimmer, waded safely to the beach

with one of the persons in the water. Two of the remaining three individuals in the water came to shore on their own accord. A second HH-65 was launched from Sector Humboldt Bay and recovered the last individual. Two of the persons in the water were found unconscious and later died after the rescue crews arrived to assist them.

HIKER RESCUED

HONOLULU, Jan. 14 – A helicopter rescue crew from Air Station Barbers Point airlifted a hiker, who had been stranded overnight on a Kauai cliff. The HH-65 helicopter crew located and hoisted the hiker. According to the rescue swimmer, the hiker appeared in good condition with some scratches, however, he was

transported to emergency medical services at Lihue airport for medical evaluation.

SUCCESSFUL REFLOAT

KENAI, ALASKA, Feb. 3 – The chartered vessel Seabulk Pride was safely refloated today. As of 8:40 a.m., the vessel was making its way under its own power toward Homer with two tug escorts. The Seabulk Pride was loading refined product at the Tesoro dock in Nikiski when it was struck by an ice floe and broke away from the dock. Approximately 210 gallons of heavy vacuum gas oil and unleaded gasoline were released. No further oil has been released.



Jarvis Tour

HONOLULU, Jan. 23 — Volunteer tour guides from the crew of the CGC Jarvis hosted midshipmen from the Peruvian Naval Ship BAP Mollendo. The tour of the 378-foot high endurance cutter included small arms demonstrations along with an overview of flight deck equipment, over-the-horizon small boats, and bridge navigation and communications equipment.

Photo by Ensign Anastacia Visneski, CGC Jarvis



Mayday Found

GULFPORT, Miss. — Station Gulfport stood like a skeleton after Hurricane Katrina. Prior to the storm, station personnel secured their long-time station dog Mayday in the TV room before evacuating. "This station has survived several storms over the years and we figured this would be the safest place for her," said BM2 Justin Boes.

When station personnel returned after the storm, there was no sign of their beloved Mayday. About a month and a half after the storm, station personnel received a call from a woman located about three miles north of the station. Long-lost Mayday had survived the storm and was living in the woman's father's backyard. Information on the dog's tags led the woman to Station Gulfport. Many have their own theories of how Mayday could have survived such a storm. According to Boes, "If she can live through a CAT 4 hurricane she can survive anything!"

Photo by PA2 Susan Blake, 8th Dist.

Coast Guard

- Adm. Thomas H. Collins
Commandant
- Vice Adm. Terry M. Cross
Vice Commandant
- Rear Adm. John W. Hiehead
Assistant Commandant for Governmental & Public Affairs
- Capt. Steve Vanderphas
Chief, Public Affairs
- Patricia Miller
Deputy Chief, Public Affairs
- CWO 4 Lionel Bryant
Chief, In Agency Branch
- PAC Elizabeth Brannan
Editor
- PA1 David Mosley
PA1 Mike O'Berry
Assistant Editors

Subscriptions: Call (202) 512-1800 or write to Superintendent of Documents, P.O. Box 371954, Pittsburgh, PA 15250-7954. To subscribe online follow the link at our web site at www.uscg.mil/magazine.

Submissions: We need your stories, photographs, comments and suggestions. Deadline for submissions is the 15th of each month. Articles will appear 15 months after that deadline. Submit your stories to: U.S. Coast Guard (G-PA-1), 2100 2nd Street, SW, Washington, DC 20593-0001, or e-mail them to cgmag@comdt.uscg.mil. For more guidelines, visit the magazine Web site and click on "submissions" or call the editor at (202) 267-0928.

Letters to the editor: Please limit remarks to 150 words or less. No names will be included. Provide rank, first and last name, phone number and unit. Letters may be condensed because of space. Not all letters will be published.

Coast Guard, COMDT PUB P5720.2, is produced from members of the U.S. Coast Guard. Editorial content is unofficial and not authority for action. Views and opinions expressed do not necessarily reflect those of the Department of Homeland Security or the Coast Guard. Stories may be reprinted except Associated Press wire stories and articles reprinted from other publications.

Seven-Day Endeavor

Story by CWO Steve Sapp, PADET New York

The prayers of three fishermen were answered with their rescue in Shinnecock Inlet, N.Y., Jan. 3 after their ship Hail Mary II capsized in rough seas. Seven days later, the Hail Mary II herself was rescued. As Capt. John Windels and his crew of Richard Gardiner and Jerzy Boucpoulki were returning to port with a successful haul of 30,000 pounds of squid, the Hail Mary II capsized in heavy weather when one outrigger retracted before the other and destabilized the 72-foot steel dragger. The crew of a nearby vessel, the Cindi Sea, rescued Boucpoulki, while a Sea Tow operator rescued Windels and Gardiner from atop the hull of the overturned vessel.

With the crew safely ashore, the focus shifted to salvaging Hail Mary II, which was 95 percent submerged about 150 feet from the mouth of Shinnecock Inlet and 50 feet from the western jetty.

“Following the rescue of the crew, the safety of the environment was our next concern,” said Lt. Bill Grossman, supervisor of Coast Guard Marine Safety Detachment Coram. “Not knowing the exact amount of fuel and lube oils that remained on board, we needed to develop a plan to safely mitigate the threat.”

Officials from the Coast Guard, New York State Department of Environmental Conservation, Town of Southampton, Environmental Conservation Police, Sea Spill, and Sea Tow immediately established a Unified Command at Soleau Marina in Shinnecock to monitor the salvage operations and prepare to recover any potential pollution. Pollution response officers from Coast Guard Sector Long Island Sound traveled from New Haven, Conn., to join forces with Coast Guard Marine Safety Detachment Coram, N.Y.

Gale force winds and rough seas delayed any immediate salvage operations.

“Everyone in the Unified Command knew that the fuel on board would be difficult to recover in the vessel’s present state, but we still went ahead to develop a plan to protect the environmentally sensitive areas nearby in the event of a complete release of the fuel tanks,” said Grossman.

Unified Command officials were concerned about the 4,000 gallons for diesel fuel that remained contained on board the Hail Mary II. According to Grossman, they feared the vessel’s hull would break in half and there would be a complete loss of all fuel from the tanks.

“Since we did not have a complete hull survey from the divers, we were not able to determine

the exact nature of the hull,” said Grossman. “We placed harbor boom around the vessel during the salvage, as well as pre-staged [oil containment] boom protecting the environmentally sensitive areas.”

The Unified Command members were relieved when overflights conducted by Coast Guard and Coast Guard Auxiliary aircraft reported that only a light, unrecoverable sheen was visible. Overall, there was limited impact to the environment.

A massive crane barge arrived Jan. 8 to partially raise the Hail Mary II and tow it into the bay and out of the rough inlet waters. The following day, the crane raised the fishing vessel from its watery hold and officials began dewatering it. On Jan. 10, officials ended dewatering operations.



Photo by PA3 Dan Bender, PADET New York

Salvage MK3 Harry Martinez and MK2 Thomas Dunn of Station Shinnecock watch as salvage workers dewater the fishing vessel Hail Mary II at Shinnecock Inlet, Long Island, N.Y., Jan. 9, 2006. The 72-foot steel dragger capsized in Shinnecock Inlet Jan. 3 as it returned to port with 30,000 pounds of squid.

Ma’ama I Ke Kai

Story by Lt. j.g. Elaine Eckle, CGC Kukui and Lt. Alex Moomaw, CGC Walnut

Have you ever thought about what happens to trash that is thrown overboard? Where does it end up? What harm could it really do? Well, Hawaiian’s have a saying, Ma’ama I Ke Kai – Take care of our ocean. It is in this spirit that the Coast Guard teamed up with the National Oceanic and Atmospheric Administration and the University of Hawaii’s Sea Grant Program for the past five years to clean-up harmful marine debris from the ocean.

This year, crews from the Coast Guard cutters Kukui and Walnut returned home to Honolulu in late September 2005, with more than 42,000 pounds of debris found upon atolls located within the Northwestern Hawaiian Islands.

“The goal is to protect wildlife, particularly seals, turtles and birds from becoming entangled and to create clear, pristine reefs where scientists can study coral reef ecosystems,” said Oliver Dameron, a NOAA diver and field team leader. “Obviously, it is a never-ending battle.”

“After removing a pile of debris, the water looks clearer and marine life is safer. There is nothing like being able

to see the difference you are making,” said Lt. Alex Moomaw, the dive officer aboard the Walnut.

More than three quarters of Kukui’s crew directly participated in the recovery operation by diving, snorkeling, driving a small boat, or on-loading to and off-loading from the buoy deck.

With safety lookouts positioned aboard the ship, snorkelers, dive teams and small boats crews orchestrated the pick-up of the debris. Crane operators aboard the ship then transferred the debris to the buoy deck, where it was secured for the remainder of the trip.

“The Coast Guard is a perfect platform for debris recovery,” said NOAA diver Sean Guerin. “Buoy tenders are wide and stable, with a crane that can easily access either side of the ship.”

“One of the most impressive aspects of the net recovery effort was the teamwork exhibited by our crew,” said Lt. Peggy Britton, executive officer of the Kukui. “Many volunteered to assist with snorkeling out at the reef, while others silently did their part in support of the mission. All in all, a true team effort.”

NOAA personnel were an integral part of the team effort both aboard the ships and in the water. “Working with the NOAA divers was very enjoyable. They were informative, hardworking and all around good people,” said BM1 Thomas O’Brien, a diver stationed on the Walnut.

With such a large number of the crew participating in different ways, safety was always, a top priority. Snorkelers had to pass a basic swimming test and demonstrate a thorough familiarity with the hand signals used to communicate with other team members.

Each small boat coxswain was required to know the name and location of every person attached to their boat and they had a small scuba bottle of air and an extra regulator just in case anyone accidentally became entangled in the debris.

“We also had two full sets of scuba gear standing by,” said Lt. j.g. Shawn Deweese, a dive officer on the Kukui. “Thankfully, it was never needed.”

At Pearl and Hermes Atolls, a six-member dive team from the Walnut logged more than 30 hours of dive time removing 19,680 pounds of debris over a nine day period. In two days at Maro Reef, a dive team from the Walnut recovered 2,430 pounds of debris. Also at Maro Reef a crew from the Kukui recovered an average of more than 2,250 pounds of debris every day.

“The hardest part was coordinating four small boats and 22 persons daily, but it was a worthwhile endeavor,” said Deweese. “It was a good feeling to free a section of reef [from debris] that otherwise would have been permanently damaged.”



Coral Rescue CGC Walnut divers strategically attach a lift-bag, which fills with air that will bring the pile of debris to the surface. Once on the surface, crewmembers aboard small boats will collect it for transit to the buoy deck of the Walnut.

SAVING LIVES

Story by PA3 Kelly Turner, 1st Dist.

COMMERCIAL FISHING VESSEL SAFETY PROGRAM AIMS TO DECREASE FATALITIES

New England fishermen have suffered the loss of their comrades at sea as long as these waters have been fished. While safety has steadily improved, the recent anniversary of the tragic capsizing of the New Bedford, Mass. fishing vessel Northern Edge and the loss of five of its crew is a strong reminder to the fishing community of the deadly risk they take. It is also another motivator for the Coast Guard to keep improving fishing vessel safety through its Commercial Fishing Vessel Safety Program.

The lone survivor of the Northern Edge, Pedro Furtado, a 23-year-old resident of New Bedford, was plucked out of a life raft by the crew of the New Bedford fishing vessel Dianne Marie in seas as high as 10-feet, winds 20 to 25 knots and temperatures at 40 degrees with snow squalls cutting down on visibility. The Coast Guard investigation found that insufficient survival equipment and the crew's lack of knowledge on how to use the equipment significantly contributed to the deaths.

Lt. Cmdr. John Buckley, who heads the Coast Guard Commercial Fishing Vessel Safety Program in Boston, has a message for the fishing community: "Use your survival equipment. Help yourselves by staying alive until we can rescue you."

Troy Dwyer, who has been fishing New England's waters for 18 years and a Fishing Vessel Safety Program participant, said, "Fishing is dangerous, but my dad was a fisherman and now here I am. There's nothing like chasing fish."

◀ **Survival Show** Crewmembers from the CGC Flying Fish perform a wet drill in Boston during a commercial fishing vessel event held at ISC Boston Dec. 20, 2005.

While his nine-member crew is out fishing in the risky New England waters, the Coast Guard is working hard to decrease casualties by teaching fisherman how to survive in an emergency.

Implemented in 1991, the nationwide program helps fishermen be prepared by offering vessel safety and survival equipment checks as well as testing a crew's survival knowledge. The visits are scheduled at the crew's convenience and there are no penalties for failed items.

While commercial fishermen are not currently required to keep a log of drills practiced, safety drill knowledge is mandatory.

"I'll randomly ask a crewmember to walk me through a drill or put on a survival suit. If they have no idea then they fail the exam," said Buckley. "I'll come back in a week and give them another chance. We want to give fishermen the tools to save themselves."

The rescue of Gloucester fisherman John Sanfillipo on Nov. 26, 2005, when his vessel caught fire, is proof positive of how effective dockside examinations can be.

Just a few weeks before, Sanfillipo had a dockside exam. Buckley was the examiner and told Sanfillipo to move his survival suit above deck instead of in a storage space below. Buckley also demonstrated for Sanfillipo the proper way to wear the suit.

This information may have saved Sanfillipo's life the day his engine room caught fire. He had only moments to throw on his survival suit and jump into the frigid 47-degree water. Easy access to, and the knowledge on how to don, his survival suit helped Sanfillipo survive.

Tragedy can happen extremely fast. Being prepared is key to surviving. "It's a chain reaction. It's a bad night, gale force winds, rough seas and icy conditions. The fishing boat has a large catch onboard, and the crew is young, inexperienced and exhausted. Without any warning, everything can go wrong and seconds count," said Buckley. 🇺🇸

PA2 Lisa Hennings, 1st Dist.

Learning To Shoot All Over Again

Story co-written by PA2 John Edwards and

PA1 Kimberly Smith, PADET Atlantic City.

Take Steady Aim Seaman Luis Oropeza takes aim with the SIG P229-DAK .40 caliber pistol. The SIG's are replacing the M9 9mm Beretta pistol that has been a Coast Guard standard for two decades.

Focused on the stationary target directly in front of them, 18 armed Coastguardsmen stand side-by-side.

Their breath creates puffs of steam that linger for a moment and then dissipate as the temperature on the thermometer reads a bone-chilling 25 degrees. A voice command booms over the intercom system and the room instantly erupts into the thunderous report of weapons fire. Seconds later, the acrid smell of cordite and a heavy silence surround them as they lower their weapons and survey how true their aim was.

This is a scene that played itself out over and over again as Coast Guard men and women from Sector Delaware Bay; Stations Atlantic City, Philadelphia, Manasquan Inlet, Barnegat Light and Cape May; and Coast Guard cutters Mako, Finback and Ibis; as well as more than 100 reservists, took on the challenge of qualifying with the Coast Guard's newest asset in law enforcement, the P229R-DAK .40 caliber (compact) handgun manufactured by SIGARMS in Exeter, N.H.

The SIG will replace the aging M9 9mm Beretta pistols. "This effort, spearheaded by the Office of Cutter Forces at Coast Guard Headquarters, took nearly two years and thousands of man hours," said Lt. j.g. John Strasburg with the Small Arms Program under the Office of Counter Terrorism and Special Missions at Headquarters.

The need for a replacement to the venerable Beretta

was realized in late 2003. The Beretta had served the Coast Guard well as the standard service small arm since 1986, but wear and tear through the years and the Coast Guard's requirement for a larger caliber drove the change. In 2004, a unique opportunity for the Coast Guard to pool handgun requirements with other Department of Homeland Security agencies brought this endeavor more visibility, explained Strasburg. "A competitive solicitation and test of several firearms manufacturers (coordinated by Immigration and Customs Enforcement) led to DHS selecting SIGARMS as one of the contract winners." From this testing, the Coast Guard chose the SIG.

The Coast Guard Fifth District enforcement staff planned a five-month weapons transition period from November 2005 to April 2006 to ensure unit readiness for operations. This five-month transition to the SIG began in Sector Delaware Bay, Philadelphia, Pa., on Nov. 28, 2005, in a 12-day mass training schedule conducted at the Federal Aviation Administration

Technical Training Centers range facility located in Pomona, N.J., by GM1 Larry Muldowney, Sector Gunnersmate for Sector Delaware Bay, and GMC Scott Fisher, supervisor of Atlantic Area Armory ordnance support facility in Portsmouth, Va.

Fisher and Muldowney, along with nine other small arms instructors from Atlantic Area and Sector Delaware Bay, worked approximately 1,100 staff hours instructing roughly 260 personnel through classroom materials, and leading lines of fire that totaled 52,250 rounds of ammunition being expended at the range.

The day began at noon with three hours in the classroom that included practical demonstrations on field stripping, nomenclature, safety function checks and discussing the differences between the Beretta and the SIG.

Following classroom studies, the students went to the range where they helped prepare the brand-new SIGs by taking turns firing the required number of

rounds through the guns as they practiced the Practical Pistol Course.

According to Coast Guard regulations that were created during the transition, 100 rounds of live ammunition must be shot through the weapon before it can be considered service ready. "We learned through trial and error what the most efficient way to get the weapons (service) ready was, to give people a chance to familiarize themselves with the weapon," said Muldowney. Students were given a total of three chances — one for practice and two for score — to qualify on the PPC.

Out of the 260 students qualifying, 69 percent, successfully qualified during the scheduled training period. Of the 169 personnel who qualified over the course of the two weeks, 36 percent qualified in the first relay, 28 percent qualified during their second relay and 34 percent qualified during their third relay. Non-qualifying members were encouraged to return to the range at a later date to try and qualify. Nine more members qualified after the pre-scheduled training period. Once the student was qualified with the .40 cal, they were no longer qualified with the 9mm.

To ensure that units could continue to conduct operations, the training for a unit was broken into two days. "We would split the unit into two halves, and the first half would come in, qualify and take the SIG's back to their units. The second half of the unit would come in the next day and bring all of the 9mm's to turn in," Muldowney said.

A month before the weapons transition, Muldowney worked closely with the Atlantic Area Armory to arrange the ammunition, new weapons, and holster distribution and create a shooting schedule. The number of weapons and holsters given to each unit

was equal to the number of weapons and holsters the units returned. Accompanying each SIG weapon was 50 rounds of jacketed hollow point and 50 rounds of ball ammunition.

Units in the past only carried ball ammunition for their 9mm's but now unit members will be using ball and jacketed hollow point ammunition. "The .40 caliber JHP was approved by the Commandant and will be used for law enforcement operations only," said Strasburg. The ball ammunition can be used for defense operations or law enforcement operations. Frangible ammunition will be used only during training. Having two choices of ammunition is only one change that people in the field will have to get used to. "We're going to change everything you know about shooting," said Fisher.

Unit crewmembers will have to adjust certain aspects of what they know about their personal defense weapons. For example, the SIG holds only a 12 round magazine as opposed to the 9mm's 15 round magazine. One of the biggest changes is that the SIG does not have an external safety de-cocking lever. The .40 caliber utilizes an automatic firing pin



Hit or Miss GM3 Ken Rose shows Seaman David Brummett how his grip effects where a bullet will strike a target. Small arms instructors from Sector Delaware Bay and Atlantic Area worked over 1,100 man hours to train numerous District Five units.

safety. This means the SIG operates without need of traditional safety control levers.

The Sig is a double-action semi-automatic and the first pull of the trigger when the hammer is down requires a double action trigger pull, which weighs in at 6.5 pounds-of-pressure. It also has an intermediate double-action position, which is located at the triggers half way release point and takes 8.5 pounds-of-pressure. The shooter has the option of shooting either intermediate or releasing the trigger fully for another 6.5 pound squeeze. Overall, when it comes to pulling the trigger on the new SIG, it takes more strength and muscle



9mm

.40 cal

power to squeeze off a round than it does on the Beretta.

If those changes weren't enough, then there is also the brand-new style of holster. The Safari Land 6004, the holster most commonly used during this training, is a drop-down style holster that will be replacing the more commonly worn Uncle Mike holster in Sector Delaware Bay. "The Safari Land was picked because of its retention level and loop," said Muldowney. "It's a solid holster," he said.

Past shooting techniques indicated that personnel on the range used the top of the Uncle Mike as a reference to aim during the close quarters line of fire. The Safari Land sits 4-inches below the beltline, taking away that

point of reference for the shooter and resulting in low shots, according to Sector Field Office Delaware Bay's after action report on the weapon transition.

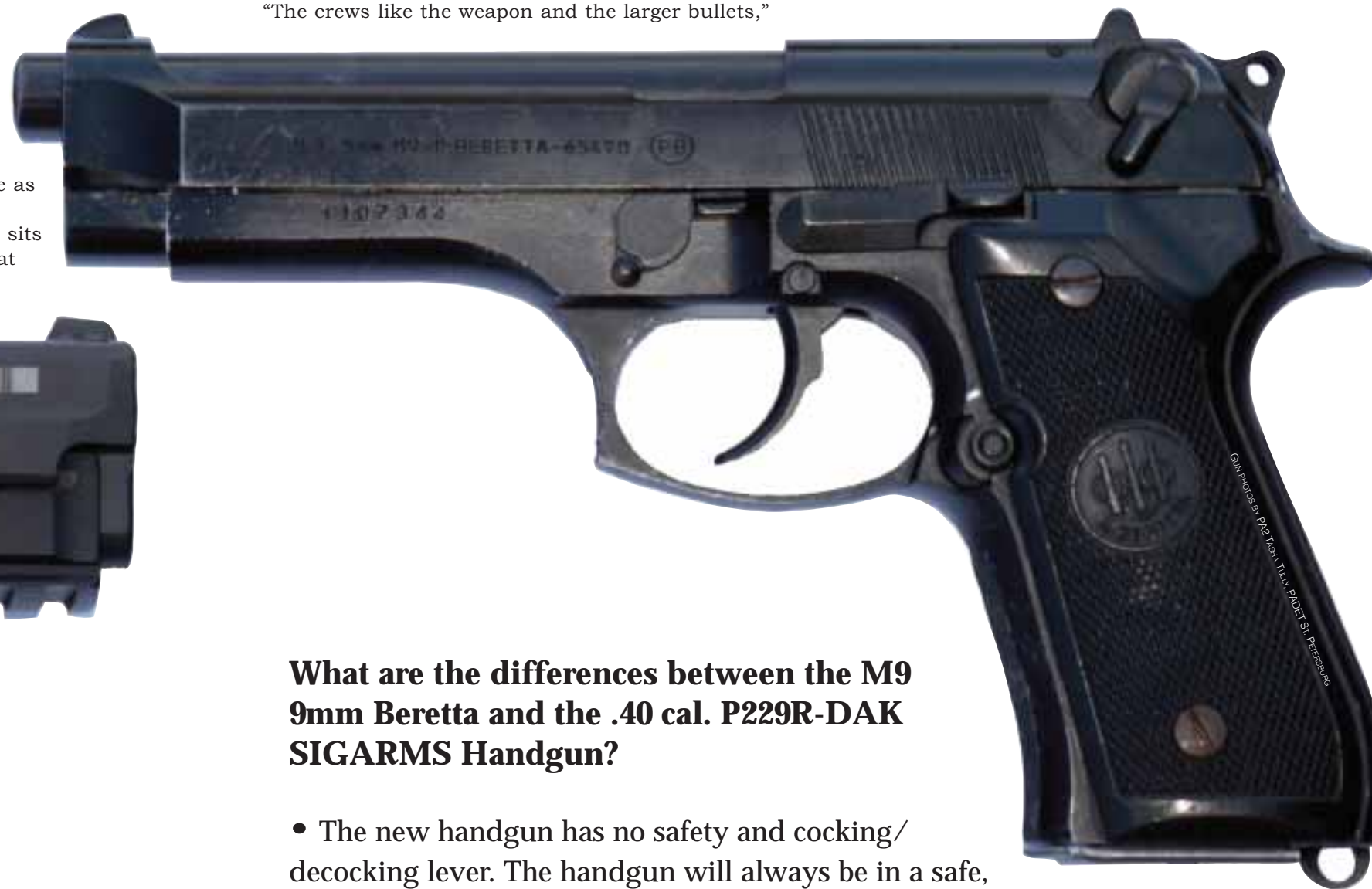
BM1 David Houg, weapons petty officer at Station Atlantic City, is optimistic about the new weapon. "Although the weapon is heavier and smaller, it feels more substantial in my hand," he said. Crews also seem to be responding positively about the weapon. "The crews like the weapon and the larger bullets,"

Houg said. "If you have to shoot, you want something with some stopping power."

Over the course of this coming year, Coast Guard units all over the country will be bidding farewell, after two decades, to the M9 Beretta and becoming acquainted and comfortable with the newest asset in law enforcement – the .40 caliber SIG.



New vs. Old The SIG .40 caliber (left) is smaller and weighs less than the 9mm Beretta (right).



What are the differences between the M9 9mm Beretta and the .40 cal. P229R-DAK SIGARMS Handgun?

- The new handgun has no safety and cocking/decocking lever. The handgun will always be in a safe, yet ready-to-fire condition (like a revolver-type handgun).
- Continuous double action. The hammer returns to the forward position after each subsequent shot and is safe to be holstered. This design increases safety.
- The new handgun will have fewer parts, for increased reliability.

Story and Photos by
PA3 Dan Bender, PADET New York

Warm melted chocolate flowing from a fountain. Ornate ice sculptures. Delicate renditions of flowers and animals carved from fruits and vegetables. These images may bring to mind pricey restaurants, gourmet cooking shows and culinary competitions; however, for the Coast Guardsmen stationed at Sector Long Island Sound in New Haven, Conn., these images may make them think of FS1 Stacey Russell, their food service officer, instead. They definitely weren't the first, and probably won't be the last, crew whose mouths water because of her culinary creations.

The five-foot-four-inch brunette's love of cooking began at a young age and it eventually inspired her to become a food service specialist in the Coast Guard, where pleasing her crew's appetite is her top priority. She started by helping her father in the kitchen, but said she can't precisely remember how old she was.

Her bright blue eyes light up as she recalls cooking in her youth.

"My dad's a very good cook. I learned a lot of the basics from him. Cooking was always a passion for me," said Russell while stirring taco



GALLEY STAR

soup, a snack for the crew before the afternoon meal.

Growing up in small-town Mossyrock, Wash., — population roughly 500 — with her parents, Dwayne and Darlene, and her younger brother Danny, cooking was a way to spend time with her family.

Her experience in the kitchen at home eventually led her to cook professionally.

"I got my first job when I was 16," she said. "My cousin used to own this restaurant called The Mustard Seed." She was a short-order cook there seven days a week for two years while finishing high school. She cooked everything from eggs to hamburgers, learning the trade that would propel her to success. But she didn't stop there.

Her desire to be in the kitchen drove her to work at two more restaurants in the next year, taking advantage of the work-study program at her school. The program allowed her to earn



Chew Crew FS1 Stacey Russell poses as coworkers enjoy the breakfast she prepared at Sector Long Island Sound Jan. 26, 2006.

credits for high school graduation while developing her culinary skills — her now chosen profession.

"I was working three jobs at the same time. In the morning I worked at Suzie's Place during the week. I worked at Jack's in the evenings a couple of nights a week and at The Mustard Seed in between."

After high school, Russell knew she wanted to become a chef and one factor made joining the Coast Guard an easy decision.

"I joined the Coast Guard to be a cook, and being a cook in the Coast Guard is all about morale," she said. Improving someone's day with the food she prepares is the greatest reward for cooking, she said.

After saying her goodbyes in Mossyrock, she left for boot camp in Cape May, N.J., in December of 1998. After boot camp, Russell went straight to Food Service "A" School at Training Center Petaluma, Calif. From there it was a short trip to her first permanent duty



station, CGC Munro, a 378-foot high endurance cutter based in Alameda, Calif.

"Being underway was a lot of fun. Morale on a cutter has a lot to do with what is going on in the galley," she said. "It's really rewarding when you serve a meal and you know its one of the best parts of their [the crew's] day."

Fate smiled on her when she was transferred to Group San Francisco a year later. It was there that she met her future husband, Schon, and gave birth to her daughter, Haley.

Chocolate indulgence

FS1 Stacey Russell places assorted snacks around a chocolate fountain for the crew at Sector Long Island Sound Dec. 5, 2005.



Schon was working as a Coast Guard health services technician at the clinic, but, unlike a lot of Coast Guard couples, it wasn't their jobs that led them to each other.

"We didn't meet because we were in the Coast Guard together, we shared a lot of interests and we first met at the stables where he kept his horse," said Russell.

Her new relationship did not distract her from her old love for creating meals and making smiles in the fast paced environment of Group San Francisco.

"I thrive off of being busy. During one summer we coordinated nine changes of command. There was just so much

to do, it was great," she said.

It was at this time that others began recognizing her skills. Group San Francisco nominated her for the Master Chief Pearl Faurie Leadership Award for Enlisted Women presented by the Coast Guard Women's Leadership Association and the Women Officer's Professional Association.

"I was really surprised when I was nominated," she said, "I was only a second class [petty officer]."

The next stop in her Coast Guard career was the 225-foot buoy tender CGC Maple, homeported in Sitka, Alaska, where her situation was drastically different than at San Francisco.

"It was tough after being able to come home to my family every night in San Francisco," said Russell.

Spending time together as a family is a major goal for the Russells.

"She comes home and cooks almost every night," said Schon. "Ninety percent of the time we sit down and eat together as a family."

This was in direct conflict with the operational demands of the Maple.

"We were underway 280 days one year and it was always difficult to leave my daughter," said Russell.

But staying true to form, she met the challenge head on. She was nominated twice for Enlisted Person of the Year.

"She is probably the best cook in the Coast Guard. I've never seen better," said Lt. Cmdr. Michael Gatlin, commanding officer of the Maple. "She's probably one of the best shipmates I've ever worked with."



Slinging Sustenance

FS1 Stacey Russell prepares breakfast at Sector Long Island Sound Jan. 26, 2006. Russell has been featured on the Food Network Channel's *Hot Off the Grill with Bobby Flay*, and placed second in a national culinary competition sponsored by the International Food Service Executives Association.

"Every year she organized a blood drive with the Red Cross and each year we would have the total highest donations in Southeast Alaska," said Gatlin. "She put together a Christmas dinner hosting WW II veterans aboard the ship. She also had a big part in the Maple's annual haunted ship. The admission fees were donated to charities in the area. She even helped to rehabilitate injured eagles at the Sitka Raptor Center."

She continues to contribute to the community, with programs like Toys for Tots, at her current billet at Sector Long Island Sound.

Transferring there in May 2005, her dedication to her galley is readily apparent with a glance at the messdeck. Items like the soda fountain that she purchased for her crew, a plaque listing monthly hot wing eating contest winners

hanging on the wall and even small details like salt and pepper grinders, instead of shakers, that rest on the tables illustrate her enthusiasm for her job.

"She pays a lot of attention to food quality, offers diverse menus and pays attention to requests from the crew," said CWO Ronald Millspaugh, Sector Long Island Sound supply officer. "She has doubled the size of the salad bar and created a made-to-order style sandwich program. She made sushi once and invited the crew to come into the galley and learn."

"It doesn't taste like Coast Guard food," said SK3 Daniel Negrón, a storekeeper at Sector Long Island Sound.

The quality of food has even changed the eating habits of her shipmates.

"People want to come to meals

instead of going out to lunch. There's a long line at lunch," said SK2 Jacob Montoya, another storekeeper at Sector Long Island Sound.

The excellence of her galley is a direct result of her level of commitment.

"She is very dedicated," said FSCM Chuck D'Amico, Coast Guard Academy Food Services Officer. D'Amico has been helping her expand her culinary skills, such as garnishing and ice carving. "She's been working hard to hone her skills as a chef," he said.

Her list of professional accomplishments continues to grow even with all of the potential



Russell Recipe Bananas Foster Cheesecake

3/4 cup flour
3/4 cup finely chopped pecans
3 tbsp brown sugar
3 tbsp sugar
1/4 cup butter unsalted melted

Combine ingredients in a bowl and stir well. Press into bottom of springform pan. Set aside.

16 oz cream cheese
1 1/4 cup sugar
2 tbsp cornstarch
3 large eggs
2 cups very ripe mashed bananas
8 oz sour cream
2 tbsp lemon juice
2 tsp vanilla
1 tsp cinnamon
1/8 tsp salt

Beat cream cheese at medium speed until creamy. Gradually add sugar and cornstarch, beating well. Add eggs one at a time, beating after each addition. Stir in mashed bananas, sour cream, lemon juice, vanilla, cinnamon and salt. Pour batter into pan with crust. Bake at 350 for 1 hour or until center is set. Remove from oven and set aside.

8 oz sour scream
1/4 cup sugar
1/2 tsp vanilla

Combine the above ingredients in a small bowl, stirring well. Spread over warm cheesecake. Return to oven for 10 minutes. Turn oven off and let sit for two hours. Cover and chill a minimum of eight hours. Carefully remove sides of the springform pan. Make your own caramel sauce or use a store bought one and drizzle on top.

distractions surrounding her in New Haven, such as giving birth to her second child, Travis, in October, and the increased responsibilities that came with the title of food service officer, a position normally reserved for chief petty officers. She has been featured on the Food Network Channel's *Hot Off the Grill with Bobby Flay*, and placed second in a national culinary competition sponsored by the International Food Service Executives Association.

"I'll always want to get to the next level," she said. Her list of professional goals for the remainder of her Coast Guard career is long and impressive.

"I want to make master chief

before I reach twenty years. I want to cook for the admiral's staff, teach at "A" school, and work for the Food Service Assist Training Team," she said.

Her plans for a post-Coast Guard career are a little less definitive.

"Maybe I'll open a small shop somewhere with fresh sandwiches and desserts so I can keep cooking."

One thing is for certain; wherever she is she won't be far from a kitchen.

And with her four-year-old daughter, Haley, already showing interest in making cookies, cupcakes and molded chocolate, Stacey probably won't be the only Russell to feel the culinary itch. 🍪



Tasty Creation

FS1 Stacey Russell cools down a spoonful of taco soup she made for the crew of Sector Long Island Sound. Russell's seven-year career includes assignments aboard the CGCs Munro and Maple, as well as Group San Francisco.

Closer Look

Food Service Specialist

Coast Guard food service specialists (FS) are commonly referred to as cooks but the term "mission enabler" may be a more accurate description of their job, said FSCM Philip Garrett, the Food Service Specialist rating force manager.

"Typically cooks serve as emergency medical technicians, masters-at-arms or boarding team members in addition to their role in the galley," said Garrett.

While each unit offers different challenges and responsibilities for the roughly 1,250 food service specialists in the Coast Guard, their common focus is to ensure nutritional adequacy for their shipmates.

They receive instruction in their core skills of cooking, accounting, sanitation, purchasing, nutrition and wellness at Food Service Specialist "A" School at Training Center Petaluma, Calif.

These skills are highly valuable because what goes on in a galley is often closely tied to unit morale, especially on cutters, said Garrett.

"Where in the world would anyone wait in line for fifteen minutes to buy a candy bar besides a ship's store," said Garrett. "Small things like a good meal can go a long way toward making someone's day better and keeping operational tempo high under stressful conditions."

The role of the food service specialist is vital to Coast Guard operations. Laboring behind the scenes to keep crews healthy and fed, cooks are often the unsung heroes.

Good Cooking



◀ 2006 FS of the Year
FS2 Kevin Ball
CGC Elm

2006 FS of the Year
Runner Up
FS2 Brittney Gonzalez
CGC Washington ▶



2006 Excellence in Food Service Award winners

◀ Large Afloat
CGC Rush

Medium Afloat
CGC Diligence

Small Afloat
CGC Wahoo

Large Ashore
ISC Honolulu

Medium Ashore
Sector Key West

Small Ashore
Station Two Rivers

Contract Facility
USCG Academy

Territorial Teamwork

Shiprider program teams up U.S. and Canadian authorities for joint law enforcement duties on the Great Lakes

Story and photo by PA1 John Masson, USCGR, 9th Dist.

Coasties are always ready. Mounties always get their man.

Nicknames and mottos aside, the U.S. Coast Guard and the Royal Canadian

Mounted Police seem like a natural pair. Both organizations have a wide range of duties, including maritime law enforcement. But that doesn't mean putting together a pilot project called Shiprider — which teamed the two agencies for joint law enforcement along the U.S./Canadian border in the 9th District this September — was a simple matter.

"It's not about us getting along, because we do," said Lt. Cmdr. Brad Kieserman, chief of the Operations Law Group in the Coast Guard's Office of Maritime and International Law. "It's a question of whether we can make our sovereign borders as transparent to us as they are to criminals."

Under the program, which ran from Sept. 12 through Sept. 25, 2005, 16 Coast Guard boarding officers from stations Belle Isle, Harbor Beach, Port Huron, St. Clair Shores, and Toledo trained to ride with Mounties on RCMP patrol boats. At the same time,

12 Mounties from the RCMP detachment in Windsor, Ontario were trained to ride aboard the Coast Guard's response boats in the same area.

All underwent eight days of training — coordinated by Sector Detroit — at Station St. Clair Shores. Instructors from the Maritime Law Enforcement Academy, Immigration and Customs Enforcement, and the RCMP provided the training.

Coast Guard boats participating in the project generally carried three Coast Guardsmen and one RCMP officer. RCMP boats typically carried two Mounties and a Coast Guardsman. Coast Guard boats concentrated on conducting boardings of recreational boats on the Canadian side; RCMP boats concentrated on doing them in the U.S. — with the idea of getting boaters on both sides of the border accustomed to the idea of being stopped by law enforcement boats from the other country.

Minor modifications to boats were required, as well. Canadian law requires law enforcement boats to fly the Canadian flag, and be marked with the word "police," so placards were made for posting on the Coast Guard's

response boats. An RCMP crest was also added to the American boats. Conversely, U.S. law required the Canadian boats to fly the Coast Guard Ensign and be marked with the Coast Guard crossed-anchors insignia before they could conduct boardings in the U.S.

Participating RCMP officers were temporarily appointed U.S. Customs officers for Shiprider; Coast Guardsmen were temporarily appointed "supernumerary special constables" of the RCMP. Despite those authorities, however, Mounties took the law enforcement lead in Canadian waters, and Coast Guardsmen took the lead in the U.S. — regardless of which agency's boat made the initial stop.

The arrangements, which were formally sealed by a Memorandum of Understanding between diplomats from both countries, allowed for seamless enforcement of the laws of both countries across the international border, which runs down the middle of some of the most heavily traveled waterways in the country.

"Don't kid yourselves — you are making history today," Kieserman told constables and Coast Guardsmen assembled at Station Belle Isle, which itself is located less than two hundred yards from the international border. "This is about changing the way, fundamentally, that we do law

enforcement on the Great Lakes."

With that in mind, Constable Mark Stentafor of the RCMP made the first Shiprider boarding, from one of Station Belle Isle's response boats, in Canadian waters between Peche Island Provincial Park and the Windsor Yacht Club.

"We're working together with the Coast Guard," Stentafor explained to the pair of Canadian fishermen, who were surprised to find a Mountie on a U.S. vessel in Canadian waters. "It's part of a plan to improve law enforcement along the border."

Now that the pilot project is complete, Kieserman said, American and Canadian experts will evaluate its effectiveness and decide how to proceed. If continuing the program makes sense to both countries, Kieserman said, he hopes to expand the number of locations next spring on the Great Lakes where Shiprider can be implemented. Administrators also would like to see whether Shiprider can continue beyond a short-term surge operation.

"Can we sustain this in some form or steady way?" he said. "Maybe not every day, but it would be good to have the flexibility to do these operations at will."

Kieserman added that prospects for expanding the program, at least in the 9th District, appear fairly good.

"This is about two governments

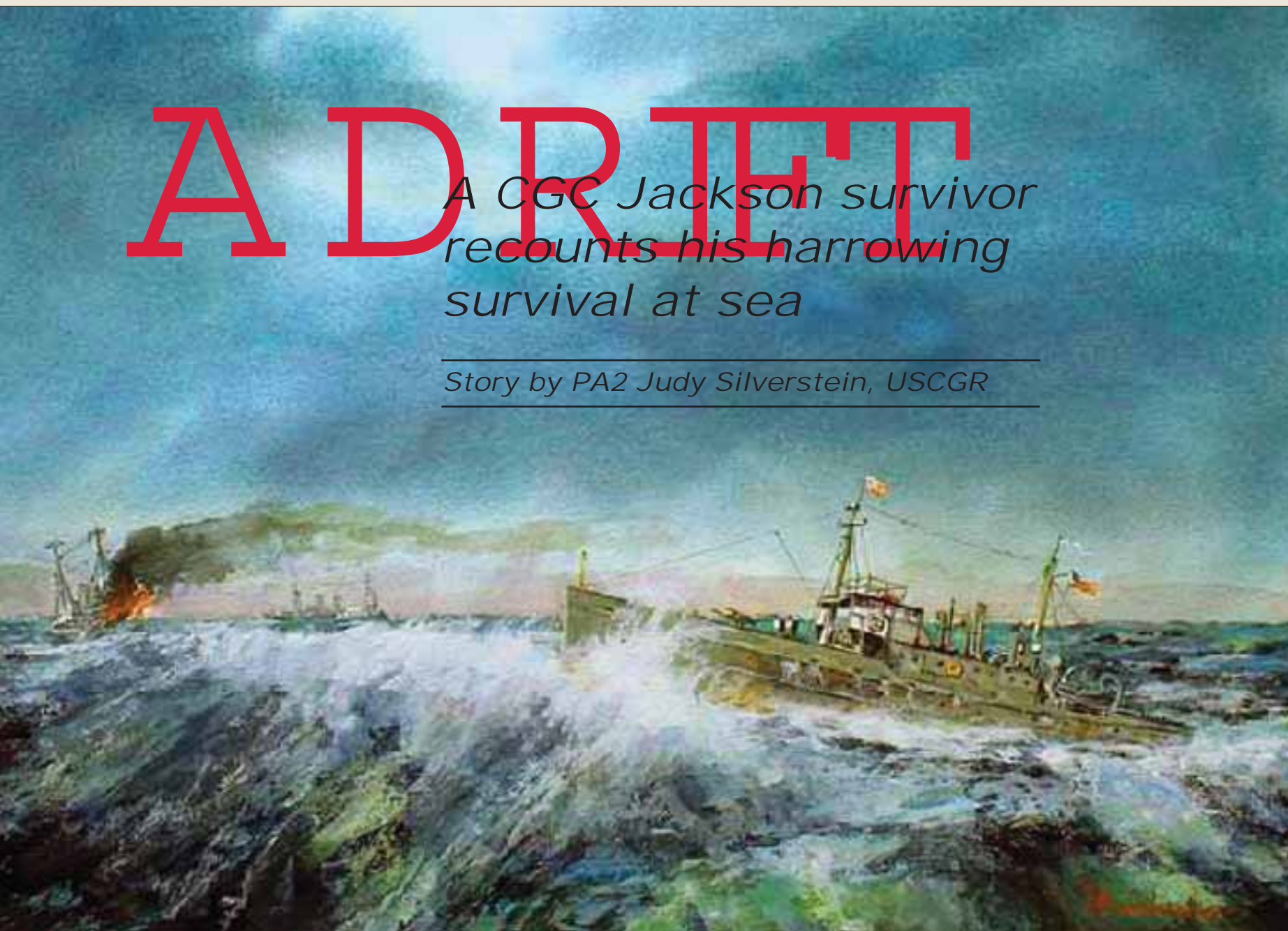
respecting each other's sovereignty, and finding a way to do this in the light of day," Kieserman told the first batch of Shipriders as they were preparing to get underway for the first time. "We're laying the foundation for future operations on the Great Lakes." 🇺🇸



ADRIET

A CGC Jackson survivor recounts his harrowing survival at sea

Story by PA2 Judy Silverstein, USCGR



The Fate of the CGC Jackson The watercolor painting by Louis Barberis shows the liberty ship George Ade after it was torpedoed off Cape Hatteras, N.C. by a German U-boat, Sept. 12, 1944. Coast Guard cutters Jackson and Bedloe were sent out to rescue it during a Hurricane and both cutters were lost in the storm.

In the basement of his home in Lewisburg, Pa., just to the left of a creaky staircase, William Ruhl, 79, beckons visitors to his office. Mementoes adorn the walls and shelves, most harkening back to his days as a high school principal.

Nearby, black-and-white images portray Ruhl, circa 1944, whose youthful visage belies the harrowing ordeal he survived just hours earlier as a fireman, first class aboard the CGC Jackson. The Jackson was one half of a two-vessel patrol searching the Atlantic for German U-boats. On one ill-fated night in September that year, he was a crewmember on one of the cutters trying to rescue the George Ade, a torpedoed Liberty ship off the coast of North Carolina.

However, a violent late-summer storm took not only the Jackson to the bottom, but also claimed its sister ship, the CGC Bedloe, leaving crewmen of both ships adrift in the storm-tossed sea for three days and two nights.

It was late on Wednesday, Sept. 13, 1944, and Fireman First Class William Ruhl had just come off night watch in the CGC Jackson's engine room. Scrambling up to the galley in his work shirt and dungarees, he removed his life jacket taking a seat at a nearby table to listen to a broadcast about the impending storm. Suddenly, the Jackson began to roll violently, said Ruhl. "One particular roll didn't straighten out, and I grabbed hold of some locker handles and was hanging on," he recalls of his experience, six decades ago. Without warning, the hatch opened and seawater came rushing in. Only after the engine room crew helped Ruhl scurry up the passageway to the deck did he remember his life vest below.



Sea Survivor William Ruhl was one of a handful to survive the sinking of the CGC Jackson off the North Carolina coast in 1944.

"I said, 'well Ruhl, whaddya do now?'"

Luckily, a raft torn from the ship's deck floated by and Ruhl grabbed it. He would spend the next several hours struggling and watching as his ship and the Bedloe were tossed at sea, taking many still-trapped members of both crews.

"The waves were like mountains rolling over the ship," he says, shaking his head.

To see the ship he called home for months lying on its side and sinking, was a bit overwhelming for a young man. Ruhl said he lost a certain taste for the sea after that defining moment.

What became known as the Great Atlantic Hurricane of 1944 was the equivalent of a category 4 storm, causing damage along the entire Eastern seaboard. All told, 48 men from both cutters lost their lives in the infamous storm. The Vineyard

At sunrise the next morning The North Carolina skies had cleared as the sun shone brightly. Ruhl admits to a certain conviction they would be rescued ...

Sound Lightship #73, was also lost in the storm, with all 12 crewmembers losing their lives.

The raft's wooden slat bottom was lashed to an inner tube with rope, barely leaving room for those desperate for support. About six to eight men joined him aboard the crude raft taking turns through the night, holding on or sitting astride it, says Ruhl.

At sunrise the next morning, The North Carolina skies had cleared as the sun shone brightly. Ruhl admits to a certain conviction they would be rescued. Yet the indelible memories of men floating in a debris field can still stir strong emotions, he says.

There were also other emotions among the crew. As they struggled to share their makeshift inflatable life support off the North Carolina coast, they agreed to not drink the milk cartons and to save the water in jugs lashed to the raft. But as the men dozed, one young man helped himself to a long swig, when a large wave tossed the jug out of his hands and out to sea. That made a

bad situation somewhat worse, says Ruhl who admits to some lingering disgust about the incident.

A Navy plane passed overhead and the men waved. But as the sun set two more times, the men became a bit desperate, relying on Ruhl to recite the Lord's Prayer to restore their hope.

"I don't recall what we talked about at sea, but I do know the prayers helped," he says. "I'd have to say, looking back there was a great feeling of divine intervention and answering of prayers."



Photo by Naval pilot, courtesy of William Ruhl

On day three, the naval pilot made another lucky pass overhead. A photo taken within mere hours of the rescue, shows Ruhl sitting on a wing of the Naval airplane flown by Joe Webber, whose name Ruhl recalls with little effort. Fingering a crew manifest, Ruhl still brightens up when speaking his name. Awaiting transport by a vessel, back to shore, Ruhl looks a little worn in the photo. He also recalls seeing sharks circling for the first time, and considered how lucky he and 18 others had been for three days to only encounter a few jellyfish and Portuguese man-of-war.

Meanwhile, some 1,000 miles away back in Pennsylvania, Ruhl's parents were at a dinner party when they heard the celebrity radio commentator Gabriel Heatter announce: "Bad news...Two Coast Guard ships have sank. There are only a few survivors." Though gut wrenching news, Ruhl's dad remained optimistic, announcing his son was a strong swimmer and would be one of the survivors.

A short hospital stay in Elizabeth City, N.C., promised hot meals, which had great appeal. One year later, he finished his military obligation and left the Coast Guard for Pennsylvania and pursuit of a college education. Using his GI Bill, he attained a master's degree at Bucknell University, later becoming a high

Heading for dry land

William Ruhl, third from the left, rests aboard a transport ship with other survivors of the ill-fated Coast Guard Cutters Jackson and Bedloe. Ruhl spent three days and two nights at sea clinging to a makeshift life raft.



Photo courtesy of William Ruhl

Sea plane salvation Survivors of the Coast Guard Cutters Jackson and Bedloe climb aboard the wings of the Navy sea plane that sighted them after three days adrift at sea when their cutters sank in the Great Atlantic Hurricane of 1944.

school educator in social studies. Later, he worked as a guidance counselor, principal and superintendent. His unique perspective on World War II likely gave him an edge in helping interpret the role of history for students.

Ruhl still enjoys being interviewed by novelists and despite the late hour, unfurls a chart depicting exactly where the Jackson sunk to a watery grave. Though retired since 1979, Ruhl stays active in his community, unfailingly representing the Coast

... Yet the indelible memories of men floating in a debris field can still stir strong emotions.

Guard by marching in the annual Lewisburg Fourth of July parade, which attracts attendees from beyond the state's borders. A champion of the smallest of the military services, he has an unflinching dedication after all these years. And despite an unforgettable and historic few days

at sea, his loyalty remains steadfast. "I learned to love the Coast Guard," said Ruhl, now a landlubber by all accounts.

As he stands to acknowledge his role as a former Coast Guardsman at Wolfe Road, remembering the strains of Semper Paratus brings a smile to his face. 🇺🇸

CG Leases Navy Ships, Fights Drug War

Law enforcement teams

utilize unique type of boarding

Story and photos by PA3 Brian Leshak, PACAREA

Nearly invisible when steaming through the sea, and capable of moving its 179-foot hull at speeds exceeding 30 knots even when fully loaded, a new breed of ship finally entered the Coast Guard's drug interdiction arena in October 2005 after a year's worth of trial and preparation.

The CGC Monsoon, homeported in San Diego since October 2004, is one of five PC-179s being leased from the Navy, and is now pushing the envelope, testing the cutter's unique characteristics by conducting counterdrug operations in the Eastern Pacific.

"This ship is able to move faster than any cutter in the Coast Guard, and the lack of counterdetection is a big advantage," said Cmdr. Scott Clendenin, the commanding officer of the Monsoon. "Its gray hull makes it very difficult to detect with the naked eye while underway, and our maneuverability is very good at high speeds."

The Navy's patrol coastal 179-foot ships began assisting maritime homeland security and other operations under Coast Guard tactical control in November 2001. They assisted with patrolling entrances to major ports, enforcing security zones, doing harbor patrols and vessel escorts.

The joint assistance arrangement went so well that the Navy and

Coast Guard came to an agreement to lease five of the PC-179s to the Coast Guard beginning Oct. 1, 2004 for four years. The original plan was for the 179s to fill a gap left by the Coast Guard's 110-foot patrol boats, which were out of commission receiving 13-foot hull extensions, but that program since has been cancelled.

During the four year lease, two of the 179s will be homeported in San Diego and three others in Pascagoula, Miss. The cutters will be manned and operated by a Coast Guard crew, but the Navy will continue to fund the maintenance until 2008 when the lease will be re-evaluated.

During the Monsoon's first year in the Coast Guard, the crew provided security for high-risk

vessels transiting in and out of Seattle's Puget Sound. Then, in preparation for Monsoon's counterdrug patrol, the crew completed a warning shot and disabling fire exercise in San Diego while shooting at a remote-controlled target running alongside the ship at speeds exceeding 20 knots.

Clendenin said that the cutter's four engines, which produce more than 16,000 horsepower, help to push the cutter through seas at high speeds.

The Monsoon set off on its first counterdrug patrol in the Eastern Pacific Oct. 29, 2005. The CGC Aspen, a 225-foot buoy tender homeported in San Francisco, accompanied the Monsoon for the patrol to add additional logistical support.

Clendenin explained that the size and speed of the ship has advantages, but those qualities also come with challenges for the crew. He said the cutter has to be refueled every five to six days and if they become involved in a high-speed chase they would have to refuel even sooner, which emphasizes the importance of Aspen's support.

Monsoon's boarding team was a hybrid mix of two members from the cutter and five members from the

Pacific Area Tactical Law Enforcement Team, who were aboard to provide training and extra guidance.

This unique boarding team was authorized to perform unannounced night boardings, a type of boarding no other boarding team aboard a Coast Guard cutter is currently authorized to do. However, other cyclone-class cutters also are training to conduct such boardings.


An unannounced night boarding gives the team an element of surprise not found during a normal boarding.

"We do a UNB in an effort to keep the suspects from catching their own vessel on fire or opening scuttling valves, which are specially built into the boat by the suspects to sink their boat along with any evidence in a matter of minutes," said FS1 Leopoldo Flores, a boarding officer aboard the Monsoon.

The Monsoon's 27-person crew lives in tight quarters with no recreational spaces, leaving the mess deck, which only seats 12, as the only place on board for the crew to congregate to watch movies or play games when meals are not being served.

"It's hard to do anything here to have fun, because everything is so cramped," said BM2 Don Deleo. "Morale for me is when we get involved in any cases while underway, but as a crew we do okay. Our port calls are usually only 10-12 days apart, so that helps."

After completing their first counterdrug patrol, the Monsoon's crew acquired valuable skills, and overcame many obstacles. They also discovered what it takes to use the cutter to its fullest capabilities.

"We learned so much from this patrol and we plan on using it to make our next patrol even more productive," said Clendenin. 

Full Throttle The CGC Monsoon as seen during a high speed training drill while underway in support of counter drug operations.

Aviation forces named Plimsoll Award winner

Professional Mariner magazine has selected the Coast Guard flight and support crews that responded to Hurricane Katrina as its 2005 Plimsoll Award winner.

Each year, *Professional Mariner*, the Journal of the Maritime Industry, presents Plimsoll awards to those who have made substantial contributions to safety in the maritime industry.

"This year we are honoring Coast Guard flight and support crews for their courageous and skillful response to Hurricane Katrina. They

acted in the finest maritime tradition by bravely coming to the rescue of others during a time of great crisis and danger," said *Professional Mariner* editor John Gormley, Jr.

"The Coast Guard aviation program is honored to be selected for this year's Plimsoll Award. This recognition reflects not only the accomplishments of those who flew the missions, but also the hard work and sacrifices of those countless individuals who supported the efforts from behind the scenes," said Capt. Mike Moore, chief of the Coast Guard's Office of Aviation Forces."

Capt. Thomas Ostebo, commanding officer of Air Station Cape Cod, is accepting the Plimsoll at an awards ceremony on March 21 in Stamford, Conn.



Black history lesson

Retired Lt. Herb Collins, left, reads excerpts from a first edition of the book, "Jim Crow Joins Up," with Department of Transportation Secretary Norman Y. Mineta at the DOT Black History Month Program Feb. 21. Mineta presented the book, which is about blacks joining the military during World War II, as a surprise gift to Collins.

Collins, who was one of the last Pea Island lifesavers, helped former first lady Eleanor Roosevelt while she did research for the book in North Carolina, and she mentions Collins in the book's acknowledgements. Collins lost his original copy, which was signed by Roosevelt, in a house fire, and friends within the Coast Guard arranged to have first lady Laura Bush sign the copy Mineta presented to him on Feb. 21.

Pea Island was the only all-black station in the history of the U.S. Lifesaving Service and the Coast Guard.

Rear Adm. Stephen Rochon was the program's guest speaker.



The Plimsoll Spirit

AET3 Travis Patterson performs routine maintenance on an HH-60 Jayhawk helicopter at ATC Mobile, Sept. 4, 2005.

CGMA Fund-raising Campaign kicks off in April

The Coast Guard family answered the challenges of Hurricanes Katrina, Rita and Wilma last fall with an unprecedented outpouring of concern and personal financial support. Coast Guard Mutual Assistance was there to rapidly provide assistance to the emergency needs of hundreds of Coast Guard individuals and families, while continuing to meet the needs that arose throughout the Coast Guard community.

The outpouring last fall was deeply appreciated. Members must not forget, however, that it is the caring people who support CGMA consistently from year-to-year that keep CGMA strong in the long term and ensure that it can continue supporting Coast Guard members in times of need.

This year's campaign theme is: "...Because you care." If you have not joined the ranks of CGMA contributors, consider doing so this year. And, if you're a usual contributor, thank you for extending the hand of care and compassion to fellow shipmates and coworkers.

For more information, see your CGMA Key Worker; contact your local CGMA representative; call CGMA Headquarters at (800) 881-2462 or (202) 493-6621; or visit the CGMA Web site at www.cgmahq.org.

CG team competes at Ironman World Championship

Participating in their second Ford Ironman World Championship, Team Coast Guard placed third in the military team competition, which was held in Kona, Hawaii, Oct. 15, 2005.

The Hawaiian Ironman triathlon is considered one of the toughest endurance races, since participants must swim 2.4 miles, bike 112 miles and run a full marathon in succession.

Representing the Coast Guard was Lt. Cmdr. Joe Zwack, MLC Alameda, Calif.; FSC Chris Roth, CG Recruiting Office, Tacoma, Wash.; Lt. Cmdr. Amy Cocanour, Sector Seattle; and AETCS Mike Ferreira, Air Station Barbers Point, Hawaii. No strangers to Ironman, the team boasts 32 events between them.

"Kona Worlds is an ugly curveball in the triathlon community. The distance is tough enough, but then pile on Hawaii's harsh elements and world class competition and you quickly realize that you have to shelve past performances and race within yourself on that day," said Zwack, who finished the race in 11 hours, 42 minutes and 3 seconds and was the oldest competitor in the military division at 45.

"The Hawaii Ironman is always a unique race, and possibly the Ironman I fear and respect the most because of the salt water, heat and winds," said

Coconour, who was competing in her 11th Ironman and placed third among women in the military category.

Ferreira was the Coast

Guard's top performer finishing as the fourth fastest military competitor at 9 hours, 59 minutes and 1 second. "What an honor to compete for the Coast Guard at the premier endurance event in the world," said Ferreira, who was participating in his second Ironman event.

Story and photo courtesy Lt. Cmdr. Amy Cocanour, Sector Seattle

CGC Boutwell



Offload Ops

Cmdr. John McKinley, CGC Boutwell executive officer, and HITRON pilot Lt. Dan Deutermann, unload donated materials at Casa Hogar Tocumen orphanage in Tocumen, Panama, Dec. 31.

Charitable crew delivers aid to Panamanian children's home

Volunteers from the CGC Boutwell, working in support of Project Handclasp, delivered three pallets of much-needed supplies to a children's home in Tocumen, Panama, Dec. 31, 2005 during the cutter's mid-patrol break.

The 378-foot high endurance cutter, homeported in Alameda, Calif., loaded the supplies during a fuel stop in San Diego last November as it headed south for a counternarcotics patrol. The supplies were collected by Project Handclasp and included medical supplies, hygiene products, school supplies and toys.

The majority of the materials were donated to Casa Hogar Tocumen, an orphanage that shelters 70-120 boys between the ages of two and 15.

Project Handclasp was established by the U.S. Navy in 1962 and its primary mission is collecting and coordinating the distribution of humanitarian, educational and goodwill materials to

those in need.

In addition to the items donated to the children's home, text books were donated to the school of Escuela Fuente de Amor. Escuela Fuente is a church located in a disadvantaged community and is a school and home to more than 300 elementary schoolchildren. Boutwell crewmembers also painted classrooms and corrected faulty electrical wiring. The People-to-People Coordinator at the U.S. Embassy in Panama identified the two organizations.

Boutwell volunteers worked side-by-side at both sites with members of the Panamanian coast guard and embassy staff and family members. While at home in Alameda, Boutwell crewmembers often work with the East Bay Habitat for Humanity, building homes for limited income families in the San Francisco area.

Story and photo courtesy Ensign Kelly Koch, CGC Boutwell

CG Aviators inducted into Hall of Fame

Eleven Coast Guard aviators who flew combat rescue missions in Vietnam were inducted into the U.S. Coast Guard Aviation Hall of Fame, Nov. 8, 2005.

The Coast Guard Aviation Association (The Ancient Order of the Pterodactyl) recognized the following aviators who voluntarily served with the U.S. Air Force Aerospace Rescue and Recovery forces in Southeast Asia from 1968 - 1972.

Lt. Richard.V. Butchka
Lt. Cmdr. Joseph L. Crowe
Lt. Lance A. Eagan
Lt. Robert E. Long
Lt. James M. Loomis
Lt. Roderick Martin, III
Lt. Cmdr. Lonnie L. Mixon
Lt. James C. Quinn
Lt. Robert T. Ritchie
Lt. Jack C. Rittichier
Lt. Jack K. Stice

During the Vietnam conflict, these aviators regularly risked their lives flying into harm's way to save airmen in peril of death or capture. Together, they earned four Silver Stars, 15 Distinguished Flying Crosses, and 95 Air Medals.

The CGAA provides active Coast Guard aviation personnel with safety, maintenance and rescue awards; helps establish, guide and fund museum exhibits; and works to preserve Coast Guard aviation history. For more information, visit their Web site at www.aoptero.org.

Hurricane Katrina travel claim audit underway

The Personnel Service Center Travel Branch has established an audit team dedicated to reviewing all Hurricane Katrina evacuation and responder travel claims.



Immediately following Katrina's landfall, a decision was made to pay all claims up-front, with the understanding that a complete post-payment review would take place.

The audit team will be reviewing all travel claims to ensure members were fully and accurately paid while making sure that proper documentation, such as original orders and travel receipts, have been received.

If additional documentation is needed or a discrepancy is found, members will be contacted directly by the audit team.

Inquiries should be directed to the PSC Customer Care Branch by calling (705) 339-2200 or (866) 772-8724; or e-mailing PSCCustomerCare@hrsic.uscg.mil; or by completing the online form at www.uscg.mil/hq/psc/customerservice.shtm.

Coast Guard Sea Veterans Association looking for members

The Coast Guard Sea Veterans Association has a new Web site (<http://cgsva.lbbhost.com>) and is looking for new members. CGSVA is open to all Coast Guard veterans and active duty members who have felt, or feel the experience of having served.

Founded in 1986, the CGSVA is a chartered, non-profit, tax-exempt organization that provides a social forum for current members and Veterans of any Coast Guard duty station, be it air, sea, shore, office or sea, and from any time period.



"Ace of the Lakes" decommissioning invitees sought

The CGC Acacia decommissioning is

scheduled for June 7, 2006 in Charlevoix, Mich., and the ceremony planning officer is looking for interested members for the ceremony invitation list. All those who wish to be put on the invitation list should email boloughlin@cgcacacia.uscg.mil or by calling him at (231) 547-4447 or (231) 547-4448.



Greetings from American Embassy Caracas, Venezuela

United States Embassy Caracas is located in the hills of Valle Arriba overlooking the city center of Caracas. The Venezuelan capital is in a mountain valley approximately seven miles inland from the Northern coast at an altitude of 3,000 feet. The combined proximity to the Caribbean, altitude and the tunnel effect formed by the mountain valley result in an extremely pleasant climate. Air conditioning and heating are unnecessary, and very few homes have either.

The only USCG position in Venezuela is the Coast Guard Attaché (COGATT) who works in the

Defense Attaché Office (DAO) of the Embassy. DAOs are located in over 130 missions worldwide. The Defense Attaché System has provided advice and assistance to the U.S. national command authority since the Civil War and was officially formed on Sept. 14, 1948 as a forward element and liaison regarding military and political-military affairs of strategic importance and relevance to national security.

The DAO is a great opportunity to work with counterparts from the other services. DAO Caracas has two principal missions: advise and

assist the Ambassador, and represent the Department of Defense and individual services to the host nation and military. The advice and assistance role requires the DAO to act as a link for the ambassador and national military command authority to the host nation on military activities that have a bearing on the ambassador's diplomatic activities, while providing an objective view of the host nation's armed forces and their impact on U.S. foreign policy and the functions of the diplomatic mission.

The COGATT also serves as the U.S. Military Attaché to nine Eastern Caribbean countries with responsibilities that begin in Saint Kitts to the north and extend through all the English speaking islands to the south including Trinidad and Tobago.

Nearby Las Mercedes is home to some of the best restaurants in Venezuela, with nearly every ethnic group represented as well as the best of traditional Venezuelan food. And Venezuelan beaches easily rival any of those found in the neighboring Eastern Caribbean island chain.

U.S. Embassy Caracas provides the opportunity to live in a modern city of four million people, represent our service and our country, work with sister services and the department of state, intimately experience international diplomacy, and play a vital role in international relations. It is an experience and challenge you will not forget.

Story and photo courtesy Cmdr. Craig Corl, Coast Guard Attaché, Venezuela.



Housing For security reasons, all embassy employees live in the upper floors of apartment buildings. Apartments are affordable, secure, very well appointed, and generally offer a spectacular view of Caracas and the Avila mountain range.

Education Most children of embassy personnel attend Escuela Campo Alegre, which is a U.S. accredited international school that offers the International Baccalaureate program. The school has students from over 50 countries and is approximately 75 percent Venezuelan.

Facilities Facilities within the embassy compound are limited, but access in the local economy is generally of good quality, convenient and inexpensive.

Weather Average daytime high temperatures are in the mid to low 80s, with nights dipping to between the mid 60s and low 70s. Temperatures vary only slightly throughout the year. The only noticeable difference is the rainy season, which occurs during summer in contrast to the dry season of winter.

M a i n t a i n i n g A m e r i c a ' s W a t e r w a y s

BMC Daniel Burke (left) and BM3 Bradley Latigue work on top of a buoy near Spruce Cape, Kodiak, Alaska, as the fishing vessel Providence heads out to sea, Jan. 16. Burke and Latigue were aboard the buoy to repair the extinguished light. They are crewmembers of the CGC Sycamore homeported in Cordova, Alaska.

Photo by PA1 Paul Roszkowski, PADET Kodiak

